Amendments to the Claims:

This listing of claims will replace all prior versions and listings of claims in the application.

Listing of Claims:

1. (Currently Amended) A device for connecting a wheel axle housing with a chassis of a vehicle, comprising:

[[-]] a stabilizer having a rod shaped torsion element that is arranged such that it can rotate along its longitudinal axis;

[[-]] two first arms running in a crosswise direction in relation to the torsion element ~~(4)~~ having first end portions that are rigidly attached to corresponding end portions of the torsion element; and

two second arms ~~(drop links), whose~~ having first end portions and second end portions, the first end portions being ~~are~~ articulatedly attached to ~~the~~ second end portions of the first arms, whereby the first and second arms extend at an angle in relation to the longitudinal axis of torsion element and whereby the second end portions of the second arms are connected to the wheel axle housing and extend essentially vertically up therefrom; and ~~further comprising~~

[[-]] at least two ~~spring/suspension~~ spring-suspension elements with a first member that is operatively connected with the wheel axle housing, and ~~the~~ a second member that is connected to the chassis, whereby members are arranged for reciprocal resilient movement and to transfer a portion of the chassis' weight to the wheel axle housing,

[[-]] ~~torsion element is mounted in the chassis,~~

[[-]] ~~the second end portion of the second arms are connected to the wheel axle housing and extend essentially vertically up therefrom,~~

wherein [[-]] the ~~spring/suspension~~ spring-suspension elements have corresponding third arms having first end portions that are rigidly attached to the corresponding end portions of torsion element, and second end portions that are connected with the first member.

2. (Currently Amended) The device according to claim 1 wherein the wheel axle housing is arranged to be raised such that ~~the~~ a corresponding wheel does not touch the ground, whereby the first and second members of the ~~spring/suspension~~ spring-suspension elements are displaceable in a lengthwise ~~first~~ direction in relation to each other[[,]] and whereby

~~characterized in that~~ the ~~spring/suspension~~ spring-suspension elements comprise force exerting means that are arranged to move the members reciprocally in the first direction.

3. (Currently Amended) The device according to claim 2[[,]] wherein the two members of the ~~spring/suspension~~ spring-suspension elements define a pressure ~~gas~~ chamber containing a gas and the force exerting means comprise a channel that is arranged in one of the members, and that is arranged to connect pressure gas chamber with a pressurized gas source, whereby an increase of the gas pressure in pressure gas chamber causes a reciprocal movement of the members in the first direction.

4. (Currently Amended) The device according to claim 1, wherein the torsion element is arranged on ~~the~~ a side of the wheel axle housing that is directed towards the vehicle's midsection, seen in the vehicle's lengthwise direction.

5. (Previously Presented) The device according to claim 1, wherein the second member is articulatedly connected with the chassis.

6. (Currently Amended) The device according to claim 1, wherein the ~~spring/suspension~~ spring-suspension connection between the members is achieved in that said members define a pressure ~~gas~~ chamber containing a gas, whereby an increase in the weight of the chassis results in a reduction of the volume of pressure ~~gas~~ chamber and an increase in the pressure of the ~~pressure~~ gas.

7. (Currently Amended) The device according to claim 6[[,]] wherein a membrane ~~that~~ further defines the pressure chamber and is arranged between the two members.